

EnvC Fuel Report – Bernald S. Smith, EnvC President

- 1 - According to info from EAA, a fuels office is being set up by FAA that EAA plus others (me?) can work with to help explore options for loss of 100LL fuel.
- 2 – There is said to be only one source worldwide for TEL, tetraethyllead, used in the production of 100LL. It is based in the UK: INNOSPEC. They are also in France, I believe. I will confidentially tell some other stories.
- 3 – There are 3 efforts ongoing to solve the 100LL problems with substitutes:
 - A - GAMI (General Aviation Modifications, Inc. of Ada, OK) is working on a fuel blending process to replace 100LL.
 - B - Oil companies are working on a fuels process to replace 100LL.
 - C – Swift Fuels is working on an unleaded process substitute
- 4 – Ag planes used in airports are, in the real-world Ag market, being replaced with turboprop engines, I have been informed, so they are not LL concerned. There is no question that at least for gliding, turboprops offer a big advantage except they are so darn much more expensive, at least where we have to pay for them, notwithstanding public largesse.
- 5 – Most end-users I talk with about 100LL are totally unconcerned, but they say, if lost, then they would be very unhappy, to say the least.